



CITY OF NEW ORLEANS
Department of Public Works

Baronne Street Bike Lane

Agenda

- **Welcome** – Greg Lawson, Office of Neighborhood Engagement
- **Introduction** - Deputy Mayor Andy Kopplin, Chief Administrative Officer
- **Proposed technical solution** - LTC Mark Jernigan, Department of Public Works
- **Independent Consultant Findings** - Matt Rufo, Senior Planner, GCR
- **Public Comment period**
- **Closing** – LTC Mark Jernigan, Dept. of Public Works



Ground Rules

- Presentations will precede public comment
- You must complete a comment card to provide verbal comment.
- Raise your hand for comment card collection by a staff member
- There is a two minute time limit on questions
- A staff member will hold the microphone for you
- You may not yield time to another speaker
- Verbal and written comments will be considered equally



Andy Kopplin

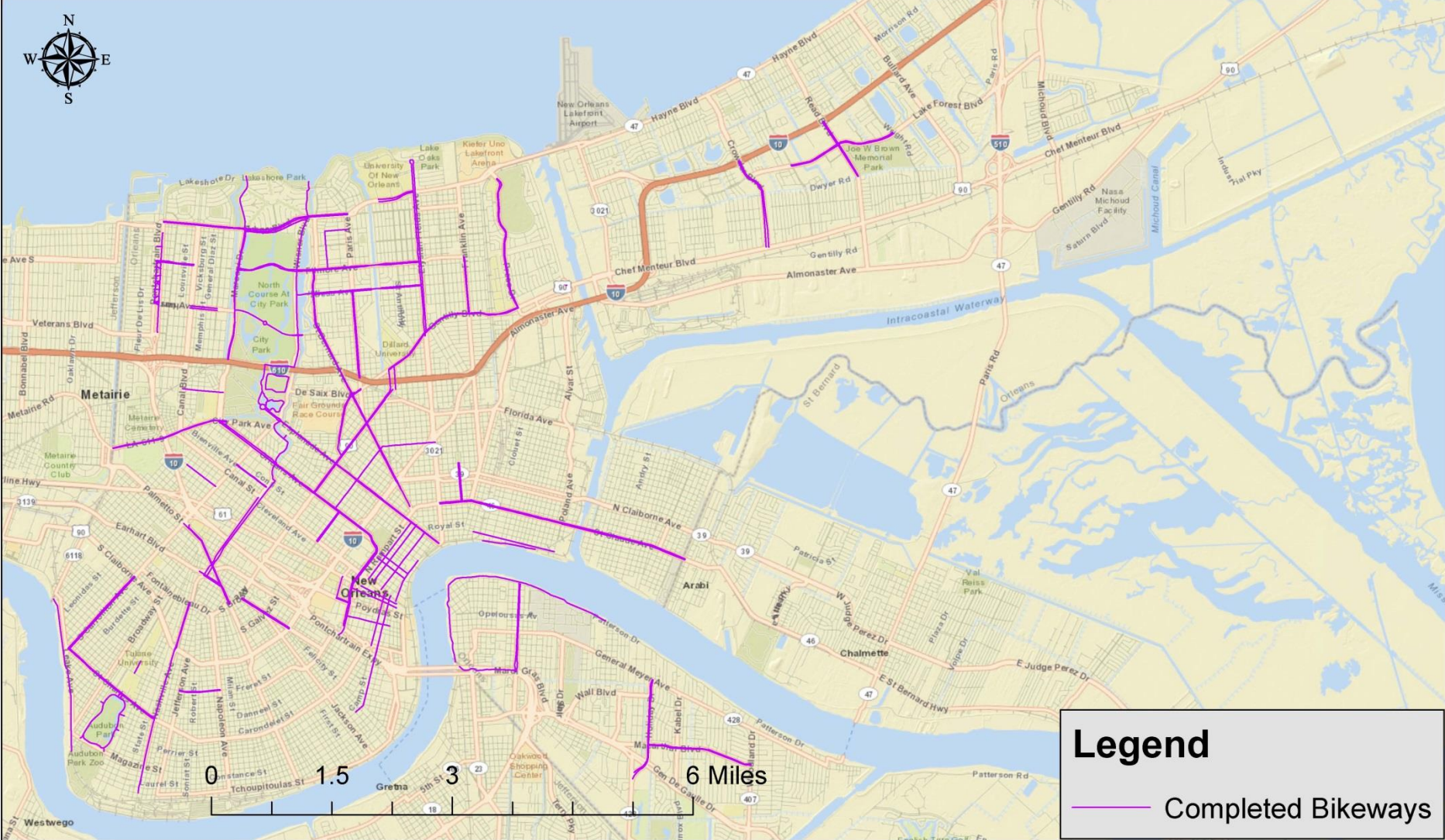
Chief Administrative Officer





CITY OF NEW ORLEANS

City of New Orleans Bikeways April 2014



Mark Jernigan

Director, Public Works



Background

- Baronne Street (Canal to Calliope) was re-paved as part of the Paths to Progress Program.
- Public meeting to discuss construction was held Feb. 20, 2014
- A stakeholder meeting with the Downtown Development District was held on Jun. 18, 2014
- A bikeway on Baronne St. is consistent with the City's Master Plan and Complete Streets policy
- Work on Baronne St. began in May 2014. The scope of work included;
 - Roadway base patching as necessary
 - Installing American with Disabilities Act compliant curb ramps at intersections
 - Some sidewalk repairs/replacement
 - Asphalt repaving
 - Striping

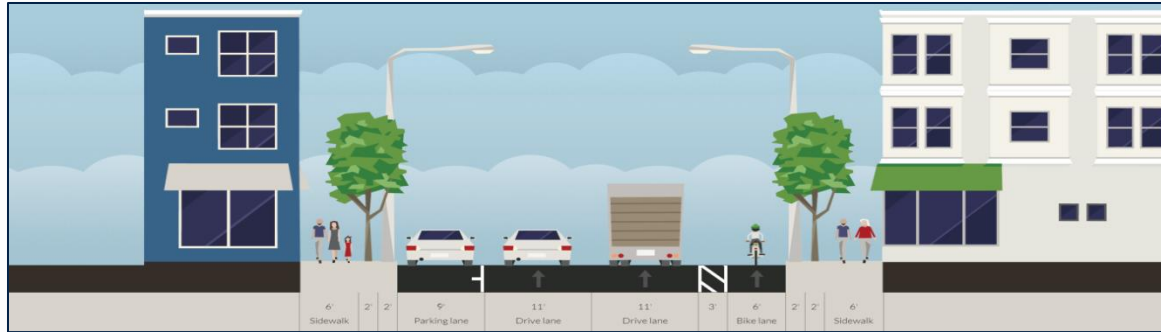


Background

- Baronne Street currently carries approximately 8,000-9,000 vehicles per day in the upbound direction in the stretch between Canal and Calliope.
- The traffic peak on Baronne Street is during the afternoon (PM) rush hour from 4:45 to 5:45 p.m., Monday through Friday.
- Baronne St. is the primary US90B onramp access point. Critical intersections along this stretch of Baronne are located at Poydras and Howard/Calliope.
- DPW is required to review all new projects based on the City's Complete Streets policy. This policy requires that the needs of all users, to include motorists and bicyclists, be considered using a balanced approach.



Other Configurations Considered



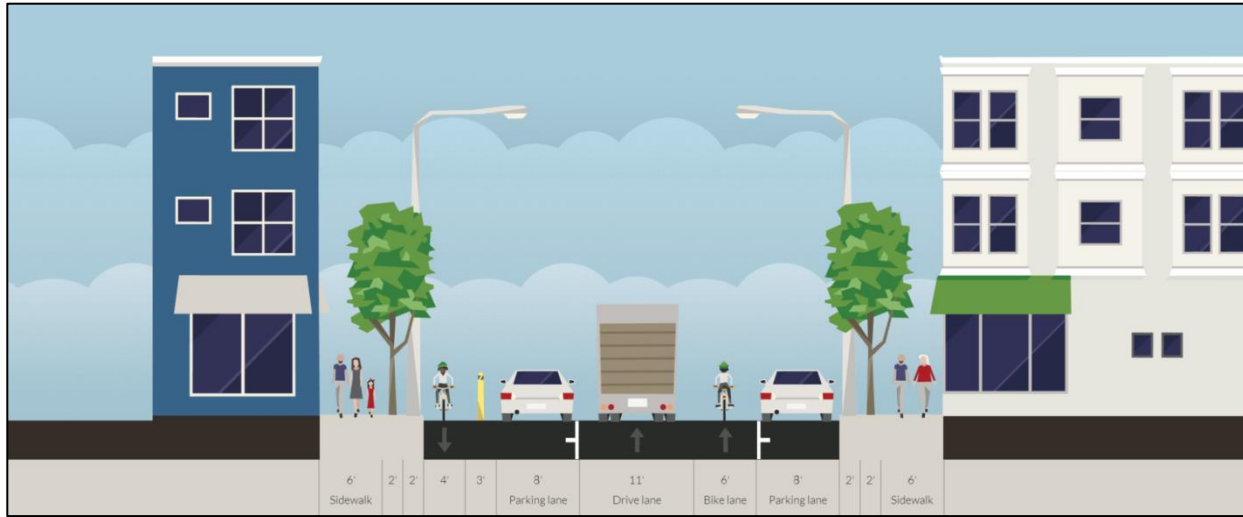
Eliminating Parking Lane from Canal to Calliope



Buffered bicycle lane, travel reduction



Other Configurations Considered



Two-Way Cycle Track

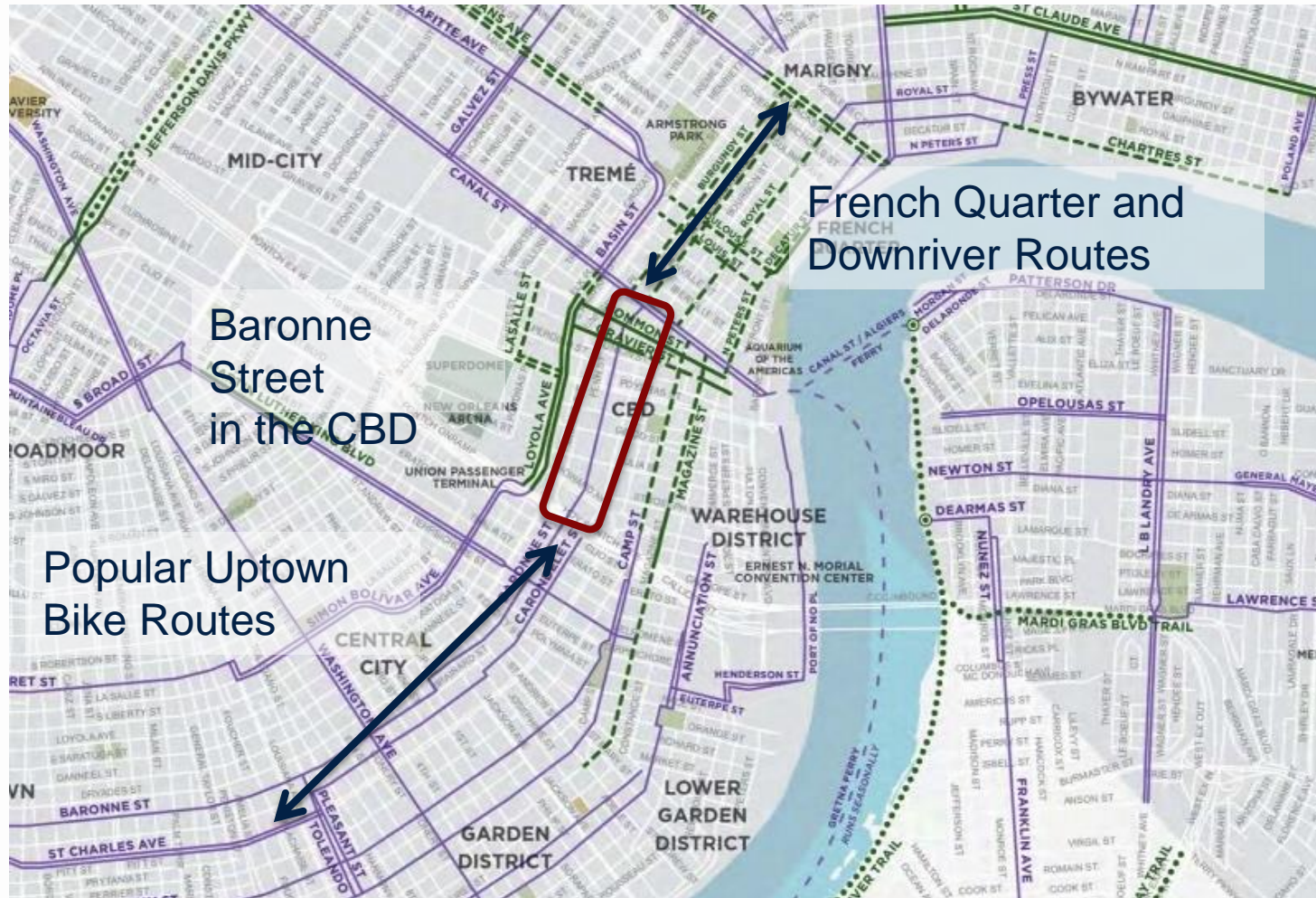


Proposed Technical Solution

- Convert Baronne Street from its existing configuration of two travel lanes operating one-way in the upbound direction, with a parking lane on each side, to one travel lane operating in the upbound direction.
- The proposed solution includes a buffered, dedicated bicycle lane in the direction of travel and two parking lanes (one on each side of the travel lane).
- Remove the left parking lane on Baronne between Julia St and Calliope (beginning at mid-block on Baronne between Julia St and St. Joseph St.) to allow for queuing of traffic turning onto the US90B ramp.
- In the future, install a bicycle lane to “couplet” the Baronne Street bike lane in the downbound direction.
 - O’Keefe Ave. from Canal to Howard
 - Dryades from Howard to Calliope



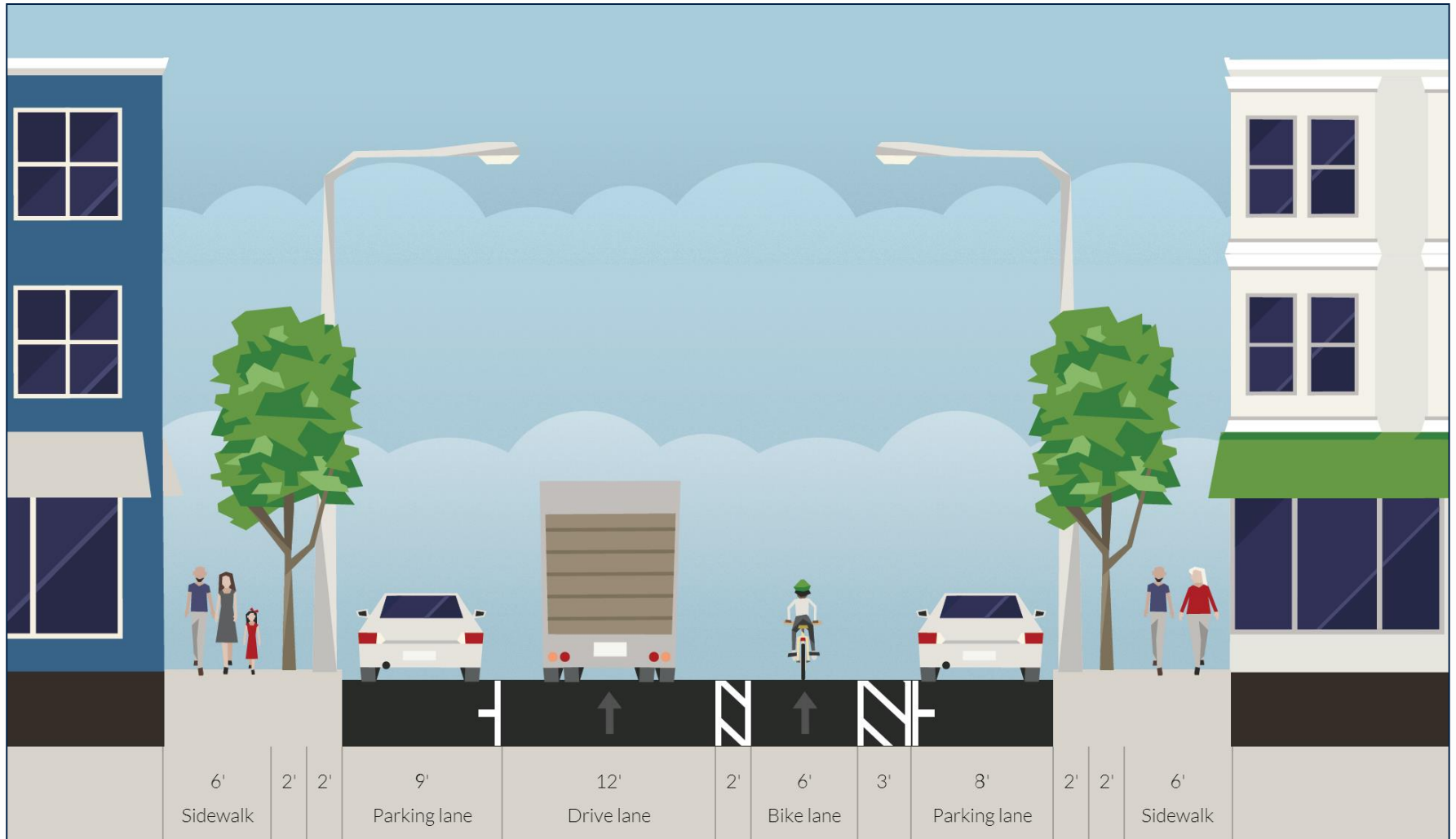
Proposed Technical Solution



Baronne St. is designated as a bike route in the City's Master Plan and provides multiple connection opportunities for bicyclists.



Proposed Technical Solution



Install a buffered, dedicated bike lane in the direction of traffic on Baronne St. from Canal St to St. Joseph St and remove one travel lane.



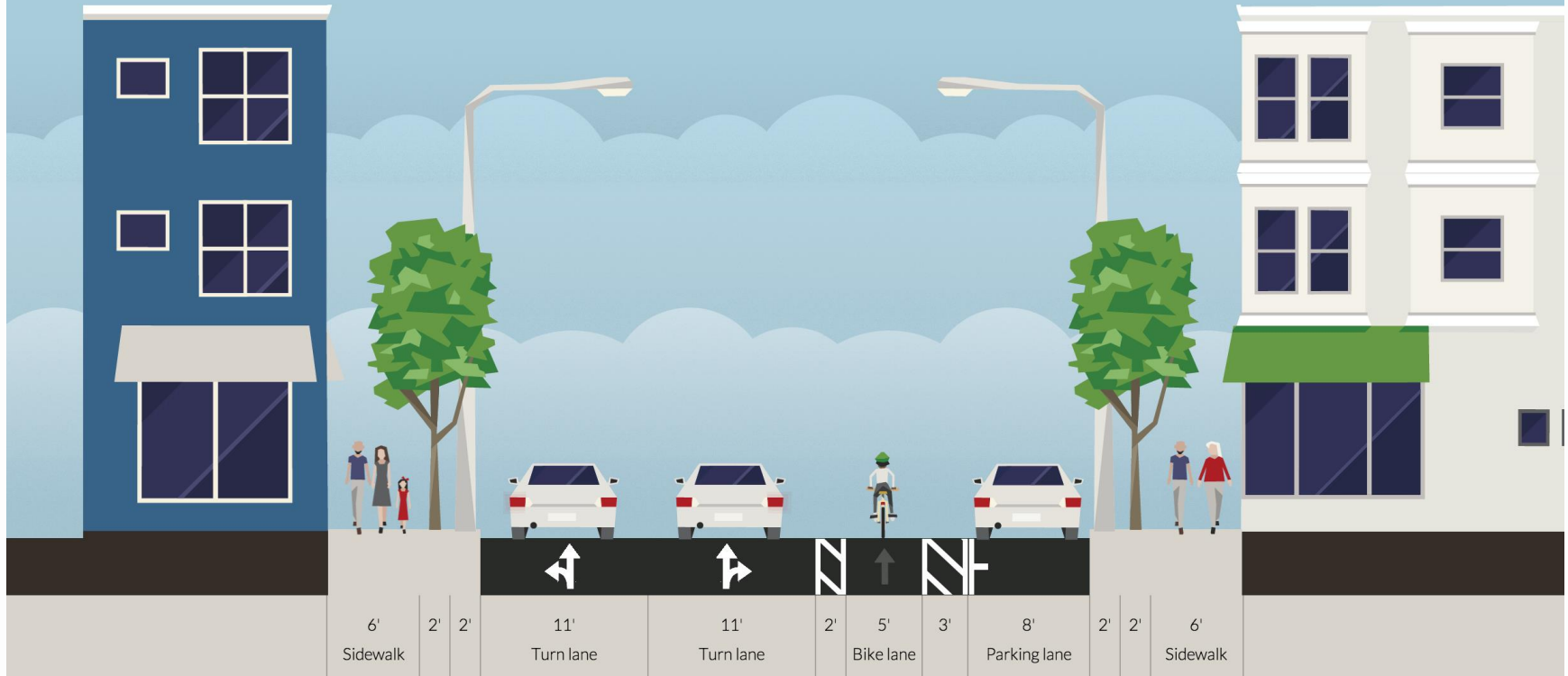
Proposed Technical Solution



Remove the left parking lane beginning at mid-block on Baronne between Julia St. and St. Joseph St. to allow for queuing of traffic turning onto the US90B ramp (loss of 3 metered spaces and relocate one freight zone).

Proposed Technical Solution

Baronne Approaching St. Joseph



Remove the left parking lane on Baronne between St. Joseph St. and Calliope to allow for queuing of traffic turning onto the US90B ramp.



Proposed Technical Solution



Remove the left parking lane on Baronne between St Joseph St. and Calliope to allow for queuing of traffic turning onto the US90B ramp.



Proposed Technical Solution

- + Promotes increased ridership to reduce overall traffic congestion in CBD and improve air quality.
- + Social equity improves by providing another low-cost alternate transportation opportunity.
- + Promotes current/future economic development on Baronne Street and in CBD, especially during non-peak hours.
- + Better balance to meet needs of all transportation system users in the CBD.
- + Increases safety for bicyclists via a dedicated lane
- Rush hour traffic level of service is anticipated to change from “C” to “D”
- Drive time on Baronne St during rush hour is anticipated to increase by 51-98 seconds.
- Loss of 3 metered parking spaces on Baronne St. (annual revenue <\$25 per month)
- Relocate 1 freight zone on Baronne St. to St Joseph.

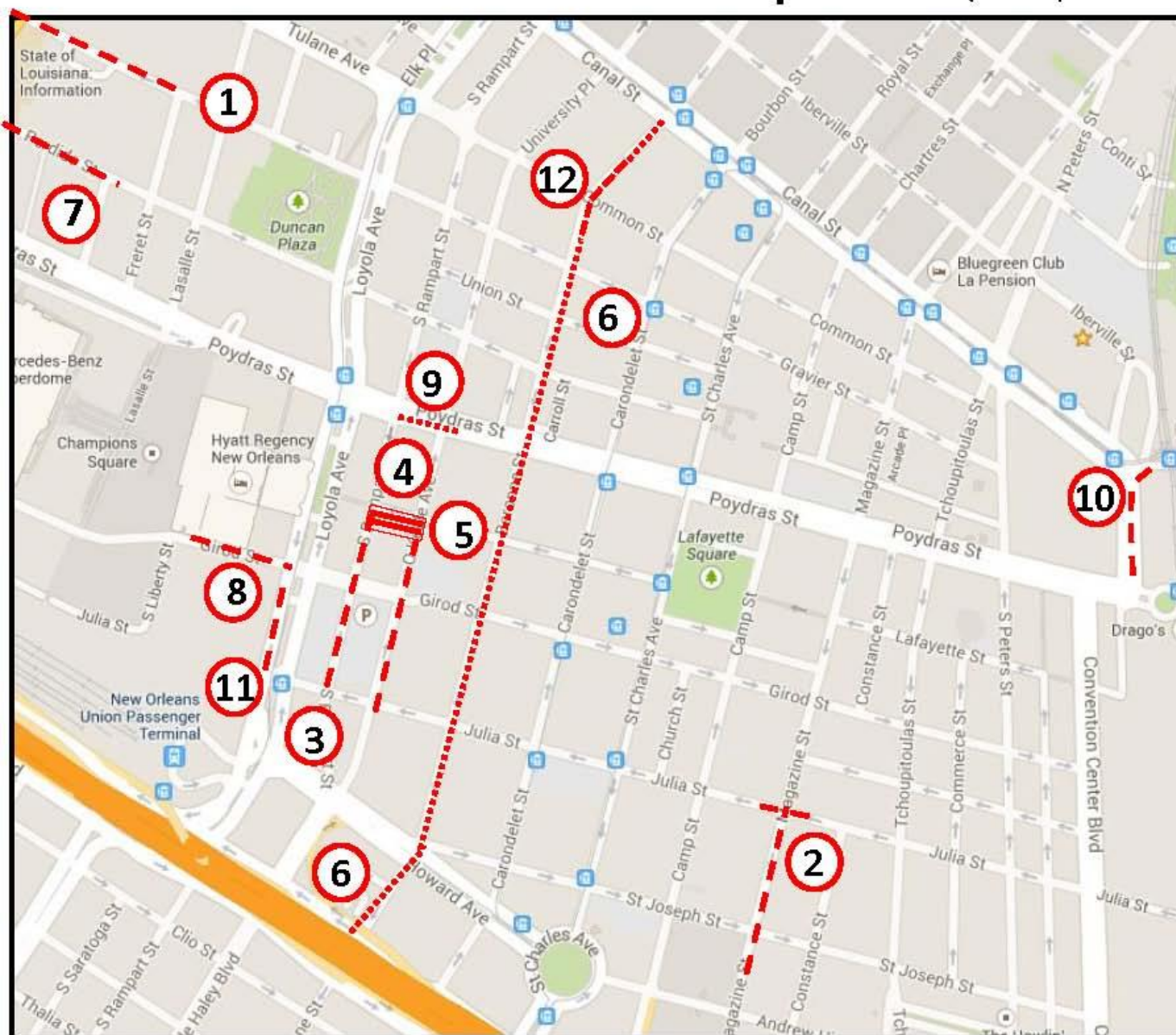


Additional Considerations

- Frequency of freight zones
- Passenger zones
- Loading zones
- Good Sheppard School pick-up



Traffic Coordination Map – CBD (17 Sept 2014 – 30 Sept 2014)



Map Key:

- 1** Gravier St. (Freret – S. Claiborne)
Recovery Roads: Waterline Replacement (SWB)
July 2014 – Sept 2014
- 2** Magazine St. (Julia – Andrew Higgins)
and Julia St. (Magazine – Tchoupitoulas)
Recovery Roads: Waterline Replacement (SWB)
and and Downtown Infrastructure Improvement
Project (DPW)
15 Jan 2014 – 3 Oct 2014
- 3** S. Rampart (Lafayette - Julia)
South Market
Jan 2014 – December 2014
- 4** Lafayette St. (S. Rampart – O'Keefe)
South Market
Jan 2014 – December 2014
- 5** O'Keefe (Julia – Lafayette)
South Market
Jan 2014 – December 2014
- 6** Baronne (Canal – Calliope)
Paths to Progress
24 March 2014 – 15 Oct 2014
- 7** Perdido (Magnolia – S. Claiborne)
Recovery Roads: Waterline Replacement (SWB)
9 Sept 2014 – Oct 2014
- 8** Girod (S. Liberty – Loyola)
Recovery Roads: Waterline Replacement (SWB)
26 May 2014 – Sept 2014
- 9** Poydras St. (S. Rampart – O'Keefe)
Recovery Roads: Waterline Replacement (SWB)
8 Aug 2014 – Sept 2014
- 10** Canal (at Convention Center Blvd.)
Recovery Roads: Waterline Replacement (SWB)
12 May 2014 – Sept 2014
- 11** Loyola Ave. (Julia – Girod)
Recovery Roads: Waterline Replacement (SWB)
2 June 2014 – Sept 2014
- 12** Baronne St. (Canal – Gravier)
HRI
Summer – March 2015



Road Closure. Road will be closed to thru traffic. Traffic will be detoured around this area. Expect 10-20 min delays in the immediate area. Take an alternate route if possible.



One Way Traffic Only. Road will be open to one-way traffic only (in the direction shown). Traffic in the other direction will be detoured around this area. Expect 10-20 min delays in the immediate area. Take an alternate route if possible.



Lane Restrictions. Road will be open to traffic, the number of lanes open may be reduced and/or traffic flow may be shifted to accommodate construction. Expect 10-20 min delays in the immediate area. Consider taking an alternate route if possible.



Construction Activities in the Area. Road will be open to traffic with construction in the neutral ground (median) and/or on the sidewalks. Closures of cross-overs and temporary lane closures to support construction works safety may be possible. Expect 5-10 min delays on the route itself.



**Matt Rufo, AICP
Senior Planner
GCR Inc.**

Purpose

Study the impact of proposed technical solution and make recommendations on impacts to the study area considering:

- Mobility, Traffic and Safety
- Residents and Shoppers
- Economy

Study area bounded by

- Claiborne Avenue
- St. Ann Street
- Mississippi River
- Jackson Avenue

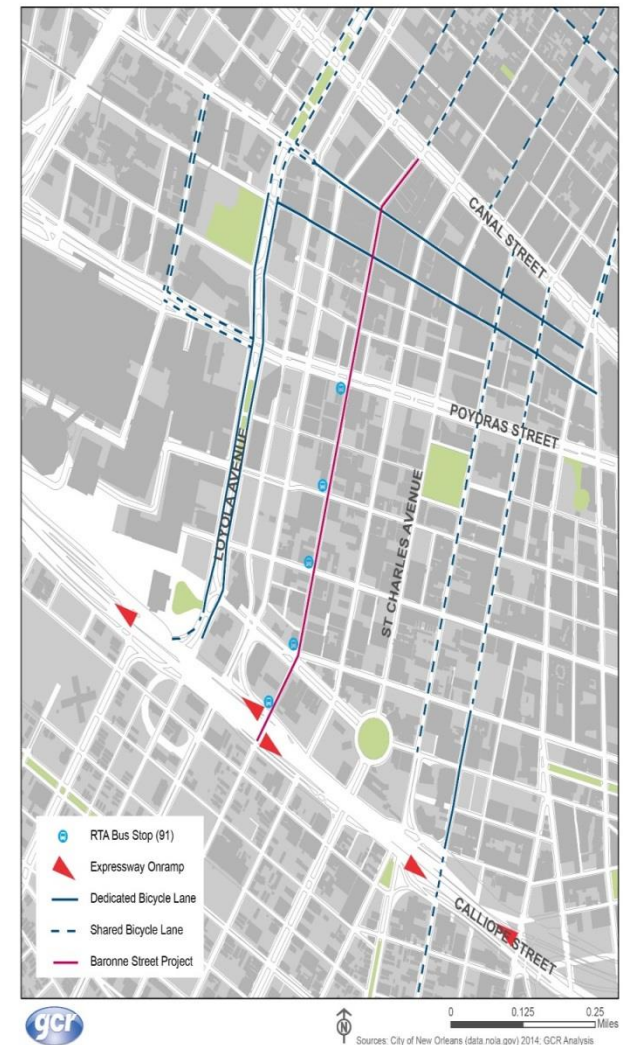
Study Area



Impact on Mobility, Traffic and Safety

- Estimated **increase travel time of less than 2-minutes during peak hours** in 2014, and by 2024 at 1.5% rate of traffic volume growth
- 3 parking space removal = **1.5% loss of total on-street spaces** on Baronne Street
- Replacing a travel lane with a bicycle lane has been shown to reduce traffic crashes by 29%. Traffic crashes on Baronne Street have resulted in over **248 total injuries since 2005 – 15 were pedestrians.**
- Installation of **dedicated bicycling lanes dramatically increases rates of cycling in New Orleans**, such as a 57% increase in the average number of cyclists per day on St. Claude Avenue and a 110% increase on S. Carrollton Avenue.

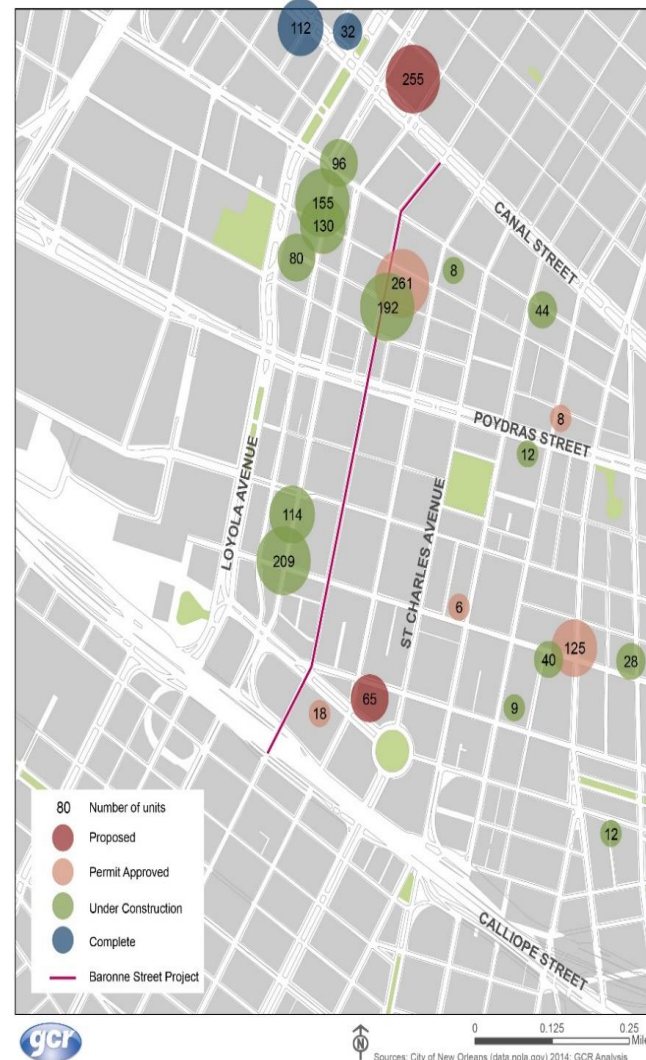
Circulation



Impact on Residents and Shoppers

- **30.1% of workers in the study area walked, biked or use public transit to commute to work** – more than double the citywide rate of 14.1%.
- **Study area population is projected to increase by about 10,000 residents** - over 50% - by 2020. Many developments are targeted to high-income households
- **26% of Rouses customers walk or bike** from within the study area.

Proposed Residential Developments



Impact on Economy

- Nationwide case studies provide ample evidence of improved sales at businesses adjacent to streets that have undergone lane removals and bike lane installations.
- In Fort Worth, Texas, a project on Magnolia Street that replaced two car lanes with two bicycle lanes resulted in a **163% increase in business for the street's restaurants.**
- A study by the NYC Department of Transportation found that local businesses on 9th Avenue between 23rd and 31st Streets saw a **49% increase in retail sales, compared to 3% across Manhattan during the same time period.**

Impact on Economy

- NYC measured a **102% sales increase in retail sales on Vanderbilt Avenue** in Brooklyn, compared to 64% of neighborhood and 18% in Brooklyn

Vanderbilt Ave., Brooklyn



Before



After

GCR, Inc. Recommendation

- Project has **significant** potential to improve safety for all users, maintain adequate traffic flow, and support local businesses.
- DPW should pilot proposed configuration of two parking lanes, one automobile traffic lane, and one buffered bicycle lane.
- At 6-month intervals following installation of the project, DPW should evaluate the impact of the pilot project.



Greg Lawson
Mayor's Office of Neighborhood
Engagement



Public Comments Ground Rules

- You must complete a Comment Card to provide verbal comments at this meeting.
- Please raise your hand to provide your comment card to staff.
- Comment period is 2-minutes.
- You may not yield unused portions of your comment period time to another speaker.
- Verbal and written comments will be considered equally.



Next Steps

- Written comments may be e-mailed to DPW at crobles@nola.gov through Friday, Sept. 19, 2014 at 5 p.m.
- All comments will be considered, synthesized.
- Written responses to all comments will be posted to **nola.gov/dpw**
- Each attendee who signed in tonight will be emailed a notice when the comments and responses are posted to the website
- DPW will recommend the technical solution **within** 30 days



Discussion

